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We take this opportunity of expressing our sincerest thanks to all who supported this effort.

FARMINGTON TOWNSHIP POLICE



## "It Takes One to Catch One"

"Yes, it takes a businessman to jell a businessman, and that's just why I want you to join the Contact Club of our Chamber of Commerce, Andy. Our job is to contact and bring in new members; so you might say we're the lifeblood of the Chamber. After all, we need an ever-increasing membership if we are to continue our useful, ever-expanding program.

"A membership committee, whether you call it the Contact Club, the Whelers, or even the Sparkplugs, is an effective means of enlisting new members. Our Chamber manager is busy enough keeping the Chamber and its program running smoothly and coordinating the work of the various committees. But the Contact Club is a bunch of businessmen talking to their own kind. We put on a drive for a week out of the year and the rest of the time we give but an hour or two each week.

"That hour or two can be most productive for you, Andy. You'll enjoy the contacts you make—many of them will prove valuable to you, as well as to the Chamber. That's why I always say: 'Help your local Chamber and you will be helping yourself, too.' So join us. Work with us. We'll all be gainers."

32500 Grand River GR. 4-3770  
 Donald D. Pullen, Mgr.  
**Pete Progress**  
 Speaking for  
 The Greater Farmington Chamber of Commerce

# Here's Available Facts on New Farmington Interceptor Sewer

A resolution submitted at the recent township annual meeting raised some questions about the Farmington interceptor sewer. These questions were answered by Clerk Floyd A. Cairns to the Oakland County Dept. of Public Works for answers.

The questions and answers, following: Director Harold K. Schone commented: "Before listing the answers to the questions, we would like to point out that some of the questions raised could not be answered by this department, in full, since decisions must be made by the Township Board before a complete answer can be given."

Question: Why does the main interceptor line run down Middlebelt Road past much undeveloped land rather than down the more populated Orchard Lake Road or the more central Farmington Road?

Answer: The Farmington Interceptor was located on Middlebelt Road to allow the area to be served with a minimum of pumping required. In general, Middlebelt Road is at a lower elevation than Orchard Lake Road or the more central Farmington Road, thereby permitting a sanitary interceptor to be constructed at a minimum depth and a minimum amount of tunneling. As an example, the intersection of 11 Mile Road and Middlebelt Road is 52 feet lower than the intersection of 11 Mile Road and Orchard Lake Road and 25 feet lower than the intersection of 11 Mile Road and Farmington Road. With the Farmington Interceptor located on Middlebelt Road all sewage from the 11 Mile - Farmington area can flow by gravity into the interceptor.

If the interceptor was located on Farmington Road, it would be necessary to pump sewage from the 11 Mile - Middlebelt area approximately 50 feet uphill to get it into the interceptor.

Pumping stations are costly to construct and costly to maintain and operate. A pumping station requires periodic maintenance; replacement or repair of pumps; electricity, all of which increases the cost of sewer disposal.

In our opinion, the interceptor should be located on Middlebelt Road.

Question: Is the proposed interceptor adequate for ultimate population requirements?

Answer: The Farmington Interceptor is designed to accommodate 150,000 people, which is the estimated ultimate connected population of the area to be served by the interceptor. Farmington Township, exclusive of the City of Farmington, is expected to have an ultimate connected population of 102,000 of the total 156,000 contributory to the interceptor.

The population estimates are ascertained by a combination of many and thorough studies of the Detroit Metropolitan Area Regional Planning Commission, Detroit Edison Company, Michigan Bell Telephone Company and others, taking into account trends, zoning, terrain, industrial development, etc.

Therefore it is the firm belief of this office that the interceptor is designed to adequately accommodate the ultimate connected population,

expected sometime between the years 1990 and 2000.

Question: Why has the largest element of cost not been made public, and by this reference is made to the laterals, arms, trunks or feeders running along our valleys and other areas? Will the cost of the interceptor sewer lines to the main interceptor line and which would involve many, many times more pipe mileage than the interceptor sewer lines involve the use of costly private property instead of county roadway property and condemnation proceedings costly to the sewer authority as well as to Township property owners so that the \$250,000 interceptor cost would be the least of all the costs of a sewer system?

Answer: Insofar as this department is concerned, and we are sure this applies to the Township Board as well, there has never been an attempt to ascertain any of the additional costs involved. It was pointed out on numerous occasions that it would be necessary to construct trunk lines to pick up subdivision sewer laterals.

We, of course, have not been in a position to give close estimates of costs for the trunk lines. It is sufficient to serve the area since sufficient engineering data has not been available. One of the prime reasons behind our desire to develop construction plans for the trunk lines is to determine the extent and cost of such construction.

The question refers an error in judgment in the use of certain "valleys" as locations for the proposed trunk lines instead of existing county road rights-of-way. In our opinion, it was an error to locate the trunk lines in certain valleys and install the trunks on existing rights-of-way. It is strictly a matter of engineering and economic charges would be available for constructing additional trunks as needed.

There is the possibility of taking advantage of a Federal Loan program at reduced interest rates which would permit additional trunks to be constructed, or perhaps take advantage of possible grants-in-aid under Public Law 609 by securing an outright grant from the government under which the township could possibly receive the construction of all the trunks under one program for the same initial outlay by the township.

There are a number of solutions only, but are raised so that those who raised the questions may be aware that the department and Township are attempting to find the township in the most advantageous position. For these and other reasons, it is our opinion that the township would be derelict in not taking advantage of the department's offer to have final trunk line construction plans prepared for the sum of \$5,000.00 as requested.

Question: Why is the estimated cost per linear foot of frontage for subdivision sewer lines in a hilly subdivision?

Answer: This is a rather difficult question to answer in that a number of factors enter into the cost per foot for constructing a sewer, such as size of pipe, grade conditions, depth of trench encountered in the line of sewer, etc., however, a conservative estimate for construction of lateral sewers without a subdivision would be approximately \$6.00 per linear foot or \$3.00 per front foot under average conditions.

Question: Will the people who live in the Township areas with the most urgent sanitary need of sewers be able to pay for sewers?

Answer: We are of course, having no knowledge of individual resident's ability to pay and can only state that those who have an urgent need for a sanitary sewer cannot afford not to pay for the sewer.

Question: Who will foot the bill if the sewer system does not pay for itself?

Answer: This is completely covered in Act No. 185 of the Public Acts of 1937 and the contract existing between the Township and the County of Oakland.

Question: What is the probable extent of the building boom which will hit our Township with the advent of the sewer, and specifically, is the building boom in the building boom will result in a lowering of the water table, so that we will also be burdened with bringing water from Lake Huron?

Answer: We could expect that there would be no building boom, as such, but more of a gradual orderly development with somewhere in the neighborhood of at least a home constructed per year the first 10 to 20 years then gradually tapering off the next 15 to 20 years to the ultimate.

We would hesitate to say what effect a building boom would have on the lowering of the water table in the area in that a thorough study by experts in that field would have to be made to arrive at any conclusions. However, it is our understanding that Farmington Township is now working on at least a preliminary engineering statement problem with the City of Detroit furnishing the water.

With reference to your being burdened with bringing water from Lake Huron, we can only say that the Lake Huron water supply would be brought in by a water Authority on a region-wide basis and would be available to any municipality who so desired to purchase water from the Authority.

(Continued on Page 7B)

# Scout Troop 45 Remodeling 2nd Floor at Old Mill

Members of Boy Scout Troop 45, sponsored by the City of Farmington, Department of Public Safety, are now busily engaged in the complete remodeling of new quarters on the second floor of the Farmington Mill on State Street, owned by the city.

The momentous job of remodeling the second floor of the old building into a modern scout meeting place is being done by boys in the various units of the troop and their fathers under the supervision of Scoutmaster Andrew H. Harty, Assistant Scoutmasters Harry Wakeley and Gerry Ferrell and another active leader, Willard Vignoe.

Much of the material for the remodeling operations is being donated by fathers of boys in the troop and by other interested parties in the community. Colect for the walls and ceiling is needed as well as chairs, a spokesman for the scout unit stated. Persons interested in donating any items are asked to contact the Department of Public Safety office.

At the present time units in the troop are meeting at the Farmington Junior High School building held every Tuesday evening starting at 7:30 p.m. Committee meetings are held the first Monday of each month.

Boys interested in joining a unit in the troop are invited to contact Scoutmaster Hansen or either of the assistant scoutmasters.

# Bluebirds Will Attend Day Camp

Attention was made at the last regular meeting of the Farmington Friendly Bluebirds held on April 30 at the Ten Mile School Day Camp at Camp Okemo. The day camp would begin on June 30th this year.

A desire to attend was expressed by all the local Bluebirds. Mothers are being asked to attend with their daughters and assist the Day Camp leaders.

The girls spent most of their time at the regular meeting making Mother's Day gifts. At the close of activities they enjoyed a snack served by Jara Davis.

A recent new member of the Bluebird group is Cynthia Lamb.

# Organ-Plano Concert

Grinnell Brothers are presenting Tom Montgomery and Mrs. Ellen Forrest in a Hammond organ and Sletaway piano concert Friday, May 9th, at 8:30 p.m. in Cranbrook School Auditorium. Tickets will be obtained at the door, from Grinnells or from Mrs. Redner at GR. 4-7788. Mrs. Forrest is Mrs. Redner's daughter.

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# Michigan Mirror

(Continued from Page 2b)

state's mental hospitals.

Rep. Charles Newton prompted the probe when he took the House floor to make the dramatic charges that his brother-in-law was severely beaten at Coldwater home and training school.

There was a hearing in the last days of the 1938 session at which some details emerged. The patient doctors and attendants said, was intractable and required restraint.

The hearing ended with the hospital system generally cleared of the charges, but with a number of questions unanswered.

The House organized an interim committee to follow up.

Rep. Harry J. Phillips (R-Port Huron) was named chairman. He conducted a similar investigation a decade ago and has been a leader in mental health legislation since that time.

This time, he agreed that the "administration generally has been lax."

"We intend to make certain that the patient gets every dollar's worth of care for every dollar we appropriate to the purpose."

Visits to the institutions will be conducted and hearings held during the summer, with a report due for the 1939 legislative session.

# Michigan Mirror

The number of trunks would of course depend on the money available and the location would be determined by joint agreement between the Township Board and the Board of Public Works. It would be desirable to select locations where connections would be made almost immediately so that connection charges would be available for constructing additional trunks as needed.

There is the possibility of taking advantage of a Federal Loan program at reduced interest rates which would permit additional trunks to be constructed, or perhaps take advantage of possible grants-in-aid under Public Law 609 by securing an outright grant from the government under which the township could possibly receive the construction of all the trunks under one program for the same initial outlay by the township.

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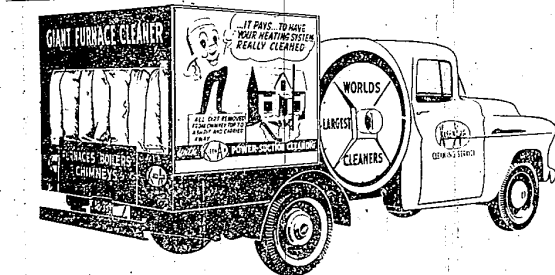
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(Continued on Page 7B)



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